



# The Fly-By

A Quarterly Publication of the  
**Southwest Region**  
July, 2015



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**The Fly-By** is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

**Images** must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

**Credits:** In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article or image.

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Send submissions to the Editor at:

[awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com)

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## **SWR Commander's Corner**

Welcome to the latest issue of Southwest Region's newsletter, The Fly-By. You will find it chock-full of interesting and relevant articles that highlight the great things you – the members of Southwest Region – are doing.

Brig. Gen. Myrick conducted the Southwest Region change of command ceremony on Saturday, June 27 at which time Col. Buethe relinquished command of the region and I assumed command. I would like to thank Col. Buethe for his leadership and many contributions to Southwest Region over the past four years.

I would like to take this opportunity to share some of my thoughts regarding where I see us going over the next four years. My vision is simple, "Southwest Region – leading the way to mission success!" There are a number of messages encapsulated in that simple statement. The first set of messages revolves around leadership. The Southwest Region staff is going to proactively lead the way to excellence through value-added engagement with their wing counterparts. The Southwest Region's wing commanders are going to proactively lead their respective wings to high levels of excellence. You and I, the members of Southwest Region, are going to set a personal standard of excellence in performance that helps make Southwest Region the best in Civil Air Patrol. The second set of messages is about mission success. In keeping with our core value of Excellence, we will pursue each of our missions with an eye towards exceeding customer expectations. Who are our customers? External customers include the Air Force, agencies for which we perform missions, our local communities, and our cadets' parents. Internal customers are our members. We need to take care of our people – always. Let us remember that our members are volunteers, as we are; treat them with respect, keep them actively engaged, provide training opportunities, and give them the recognition they deserve.

There are a number of initiatives across our mission areas which you will see unfold over the coming year. I won't take the space to write about all of them. Instead, let me focus on just one, as it applies to every one of us. I expect Southwest Region to be the leader in seeking institutional excellence through professionalism for aircrews, superior professional

development, and leadership training and mentoring. The focus is on professionalism – across the board and for every one of us, whether you are a wing commander or cadet airman basic. For aircrews, I need you to always operate to the highest standards, whether you are supporting a REDCAP, flying a cadet orientation sortie, or out on a pilot proficiency sortie. How you conduct yourselves reflects not just on you in the eyes of our customers, but also on our organization. When I speak of professional development, I refer to both the cadet program and the adult PD program. Be actively engaged. As you invest in self-improvement you will find yourself becoming a more capable contributor, your unit will benefit, as will CAP and our customers. Regarding leadership training and mentoring, I am pleased to be part of the national-level initiative to revamp how we train and mentor leadership within CAP. Expect positive changes over the next year or so.

In closing, I am delighted to have the opportunity to serve as your region commander. I look forward to getting out and visiting with you. I am confident that you will do great things as we move out on our assigned mission: Southwest Region – leading the way to mission success!

**Col. Mark Smith**

*Southwest Region Commander* 🇺🇸

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### ***Safety is Priority One***

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: [http://www.capmembers.com/safety/safety\\_education/](http://www.capmembers.com/safety/safety_education/)

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- ***Safety is our Number One Priority.***

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### ***How to Submit News Items for this Newsletter***

▪ ***Which Articles Are Best?***

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

▪ ***Do I Submit Photos?***

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

▪ ***If You Have Article Ideas or Suggestions***

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: [awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com). 🇺🇸



**Top:** (L-R) National Vice Commander Larry Myrick hands over the Southwest Region flag to new Region Commander Col. Mark Smith, while exiting Region Commander Col. Frank Buethe observes. (Photos: Lt. Col. Dave Finley, CAP)

**Below:** (L-R) National Vice Commander Larry Myrick and exiting Southwest Region Commander Frank Buethe, who received the CAP Distinguished Service Award for his service to the region.

### ***Smith Takes Command of CAP's Southwest Region***

*by Lt. Col. Dave Finley, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On June 27, 2015, Civil Air Patrol's new Southwest Region commander, Col. Mark Smith of Albuquerque, N.M., assumed command of the Region after having completed his term as New Mexico Wing commander. In a double change-of-command ceremony, Smith handed over command of the New Mexico Wing to Maj. Mike Lee of Roswell, N.M., who was promoted to colonel, and replaced Col. Frank Buethe, who had completed his term as Region commander.



**Right:** (L-R) Brig. Gen. Larry Myrick, Col. Mark Smith, and Col. Frank Buethe.

**Below:** Col. Smith addresses the audience.

The changes of command took place at a formal ceremony conducted at Kirtland Air Force Base's Mountain View Club. CAP's National Vice Commander Brig. Gen. Larry Myrick presided over the Region change of command. New Mexico National Guard's Adjutant General, Brig. Gen. Andrew Salas, also attended the ceremony, along with CAP members from throughout Southwest Region.

Prior to relinquishing command, Buethe presented awards to members of the Region staff, and complimented the staff and members of the region for their performance during his term as commander.

In remarks following the transfer of command, Smith announced the focus for his Region leadership with the theme, "Southwest Region – Leading the way to mission success!"

Smith, a graduate of the Air Force Academy, served 26 years in the Air Force, retiring in 2000 as a colonel. As a fighter pilot, he flew more than 3,500 hours, mostly on the F-4D, AT-38B, and F-15C. He is a veteran of Desert Shield/Desert Storm, and commanded a fighter squadron.

Following his military career, he served in executive positions in defense-related industries, as a consultant, and in nonprofit professional associations.

He joined CAP in 2005, where he has served as commander of the Albuquerque Heights Composite Squadron and in numerous positions at the wing and region levels. Smith has a Master's Degree in Aviation Management from Embry Riddle Aeronautical University and is currently pursuing a Doctorate of Education in Ethical Leadership from Olivet Nazarene University. He is a pilot, and has earned the Gill Robb Wilson Award in recognition of his having reached CAP'S highest level of professional development.

As Region Commander, Smith will lead CAP members in Arizona, Arkansas, Louisiana, New Mexico, Oklahoma and Texas.

During Smith's tenure as New Mexico Wing commander, wing members have earned numerous awards at the region and national level, and the wing has been rated "outstanding" and "excellent" in periodic Air Force evaluations of its operational capabilities.

Smith replaced CAP Col. Frank Buethe, of Placitas, N.M., a former commander of CAP's New Mexico Wing, Albuquerque Senior Squadron II, and Thunderbird Composite Squadron. A retired colonel in the U.S. Marine Corps Reserve, Buethe served a combat tour in Vietnam as a Naval Aviator. He has a B.A. in Government from Dartmouth College and an MBA in Marketing and Finance from the Wharton School of Finance & Commerce. He has extensive experience in private-sector business and in civic organizations. 🇺🇸





## *A Commander's Farewell*

### *My Parting Thoughts to Southwest Region Members*

It has been four short years since I assumed command and began a most rewarding tour with Southwest Region. During this time I have grown to know many of you well and wish I knew all of you better. It has been my honor and privilege to have had the opportunity to serve with all of you.

tough the tough get going," and "The finest steel goes through the fire" still are applicable, especially for CAP members who have day jobs and volunteer their free time with CAP. In spite of those constant demands on your time, you have excelled in your professional performance of your CAP accomplishments in all CAP missions.

A man once said, "Difficulty is the nurse of greatness." Excellence is difficult to achieve, but through your personal perseverance, effort, dedication, time, and commitment, you have striven to achieve that greatness in Southwest Region. I especially appreciate your professional service and contribution to the Region over the past four years – your performance in that service is especially noteworthy.

I ask that you give your new commander, Col. Mark Smith, the same devotion to duty and dedication that you gave me. In so doing, you will ensure that Southwest Region's standard of professionalism and excellence is continued.

Best wishes and good luck in all your future endeavors,

***Col. Frank A. Buethe***





**Top:** (L-R) Southwest Region commander Col. Frank Buethe hands the wing flag to newly-appointed Wing Commander Col. Mike Lee; exiting Commander Col. Mark Smith observes. (Photos: Lt. Col. Dave Finley)

**Below:** (L-R) Col. Mark Smith; Col. Lee receives his promotion from Col. Buethe, assisted by his wife Suzy.

## **Lee Succeeds Smith as New Mexico Wing Commander**

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On June 27, 2015, following a custom that dates back to the Norman Conquests – created so that soldiers would recognize their leaders – members of New Mexico Wing witnessed the orderly transition of power at Kirtland Air Force Base’s Mountain View Club, as Col. Mike Lee succeeded Col. Mark Smith as commander of New Mexico Wing.

The wing change of command ceremony was held concurrently with the change of command for Southwest Region. Following the presentation of the colors by the Albuquerque Heights “Spirit” Composite Squadron Color Guard, the Pledge of Allegiance, and the invocation by Wing Chaplain (Capt.) Randolph Nolen, members of both the region and the wing were recognized by their respective commanders for outstanding duty performance.

After the awards presentation, National Vice Commander Brig.



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Gen Larry F. Myrick had high praise for both the region and the wing. “You guys just get things done,” he said. Noting the humility with which its members accomplished their missions, he added, “You do a great job, and you’re really quiet about it.”

Next came the wing change of command. Southwest Region Commander Col. Frank A. Buethe, New Mexico Wing Commander Col. Mark E. Smith and New Mexico Wing Commander-select Maj. Mike Lee took center stage. Lee was promoted to the temporary grade of colonel, which will become permanent upon completion of his tour as wing commander. Smith was presented the Distinguished Service Award in recognition of his outstanding service as wing commander.

Then the simple formal ceremony unfolded: Smith passed the wing flag to Buethe – signifying his relinquishing of command – and stepped aside, and Buethe passed the flag to Lee, who accepted command of the wing and became New Mexico’s 31st wing commander.

Lee has been a member of CAP since December 2007. He was commander of Roswell Composite Squadron from February 2010 to September 2013. Most recently, he served as wing vice commander. He is a recipient of the Gill Robb Wilson Award, which he earned in June 2014.

The new wing commander listed three main objectives: recruiting and retention of quality members; having all squadrons accomplish CAP’s three missions – emergency services, aerospace education and the cadet program – and training and mentoring of all members.

Lee’s vision for the wing was simple: “I want the New Mexico Wing to be the best wing ever.”

Following the New Mexico Wing change of command, the ceremony was repeated (reported elsewhere) for Southwest Region, where Smith succeeded Buethe as Southwest Region commander. 🇺🇸

**Bottom:** (L-R) National Vice Commander Brig. Gen. Larry F. Myrick, Col. Frank Buethe, and former Wing Commander Col. Mark E. Smith who received the Civil Air Patrol’s Distinguished Service Award for his outstanding service to the wing.



## **Col. Newell Assumes Command of Oklahoma Wing**

by Maj. David McCollum, CAP, Oklahoma Wing

HULBERT, Okla. – On April 25, 2015, Civil Air Patrol Col. Dale E. Newell, a resident of Ardmore, Okla., assumed command of the Oklahoma Wing of the Civil Air Patrol (CAP). The change of command ceremony was held at Sequoyah State Park in Hulbert, Okla. during the Oklahoma Wing Annual Conference. Newell replaces CAP Col. Joe Cavett, who had commanded the wing since 2011. Newell's previously assigned to the position of Assistant Inspector General for Investigations at Civil Air Patrol National Headquarters at Maxwell AFB, Ala.

"I look forward to leading the more than 700 members of the Oklahoma Wing as we continue to serve this great state with our dedicated volunteer members," said Newell. "Whether assisting in storm damage assessment, performing disaster relief or any other of our three primary missions – aerospace education, emergency services and cadet programs - the members of this wing stand ready to respond quickly and professionally. That is our reputation of which we are proud."

Newell joined the Civil Air Patrol following his retirement from the Washington Army National Guard in 1992. He served in various staff assignments in CAP's Washington Wing and Pacific Region and also served as the Washington Wing Commander. He has held numerous emergency services qualifications, and has served in CAP search and rescue, counterdrug and homeland security missions. He holds a CAP Pilot aeronautical rating, as well as master ratings of professional expertise in the Emergency Services and Inspector General areas.

Newell retired from the Army National Guard with the rank of colonel. He enjoyed a long career in combat arms that included numerous company and battalion command assignments. Additionally, he served in various intelligence, operations and logistics assignments at the battalion, brigade, and state headquarters level. He served as an infantry officer and company commander in Vietnam.

Newell retired from a career in commercial insurance that included insurance company executive and management positions and as a partner with a regional commercial broker where he focused on providing insurance and risk management services for large commercial clients in the construction, manufacturing, health care and retail sectors.

Newell holds an amateur radio general class license (W7ACK) and serves as the Amateur Radio Emergency Services (ARES) Carter County, Okla. Emergency Coordinator (EC). He is also a Skywarn Storm Spotter in Carter County, Okla. 🇺🇸



**Top:** CAP Col. Dale Newell addresses CAP members at the annual Oklahoma Wing Conference.

**Left:** (L-R) CAP Southwest Region Commander Col. Frank Buethe, Col. Dale Newell assuming command, and exiting Okla. Wing Commander Col. Joe Cavett.



**Top:** Damage caused by the tornado in Van, Texas on May 10, 2015. (Photos: 2nd Lt. Raymond Gathright, CAP)  
**Below:** Cadet Airman Wilson, Cadet Airman Thomson and Cadet Senior Master Sgt. Brooks tally the damage.

## ***Northeast Texas Squadrons Work with the Red Cross After Tornado Damage***

*by 2nd Lt. Raymond Gathright, CAP, Texas Wing*

VAN, Texas – On the evening of May 10, 2015, a line of thunderstorms began moving through North Texas. Shortly after 8 p.m., the National Weather Service in Ft. Worth announced that an EF-3 tornado, with estimated wind speeds of 136-165 mph, had touched down in Ben Wheeler. A 700-foot funnel traveled northeast through the city of Van (72 mi. southeast of Dallas) for just

under 10 miles, lifting roughly one mile southwest of Pruitt. The storm damaged 220 homes, and destroyed 90. It also damaged or destroyed 125 businesses. City officials reported forty-three injuries and two fatalities, and destruction is estimated at \$40 million.

On May 13, the American Red Cross asked for Civil Air Patrol support, and Incident Commander Lt. Col. Lou Thomas received official approval later that afternoon. On May 15, the Tyler Composite Squadron began ground team sorties. On the following day (a Saturday) members of the Plano,



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Texoma, and Nacogdoches Composite Squadrons joined the Tyler Composite Squadron. Since the Red Cross stood down on Sunday, Civil Air Patrol did not work any mission on that day. However, ground sorties were resumed on Monday morning, and the mission ended later that evening.

Maj. Bruce Folks, a member of the Tyler Composite Squadron, said that recently the Civil Air Patrol had signed a memorandum of understanding with the American Red Cross, and that his squadron, the closest to Van, had just completed damage assessment training. Upon arrival, Civil Air Patrol members initially provided many services to the Red Cross, including picking up or delivering various items for the Red Cross. Storm damage made travel difficult, "walking driving or otherwise," said Maj. Folks. As citizens reported damage, the primary mission role centered on damage assessment.

Using Red Cross criteria, ground teams went door-to-door conducting damage assessment, each visiting as many as fifty to sixty houses daily. Maj. Folks claimed they could have visited more, but mobility was a limiting factor.

Damage ranged from light to total, "...there was a handful of houses that were nothing but slabs, and we're talking brick homes," said Maj. Folks. On Saturday, Civil Air Patrol flew an air sortie, taking a total of 100 high-resolution photographs of the devastation. Mission Pilot Lt. Col. Terry Howlett conducted several northeast to southwest runs and two grid searches, with the last one extending to the north of Van in order to assess reports of damage in that area. The Red Cross received all information gathered, whether from ground teams or air crews, and this enabled them to make appropriate support decisions.

**Below:** Aerial view of the tornado damage in Van, Texas. *(Photo: Maj. Bruce Folks)*





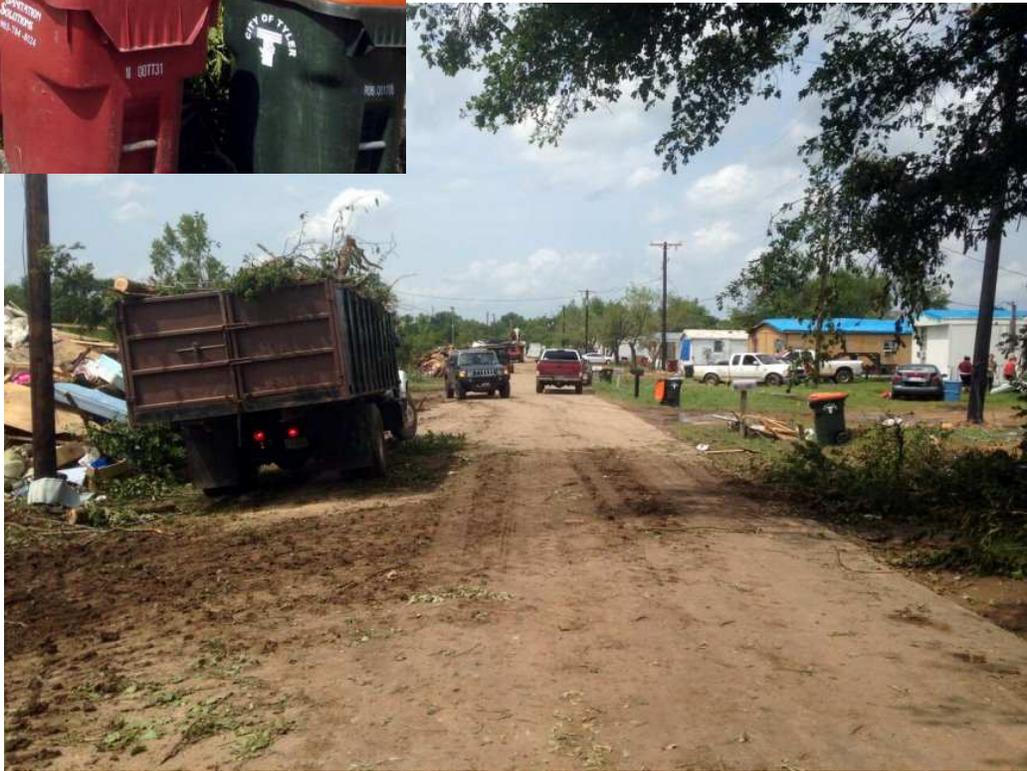
**Left:** Some of the damage to be cleared.  
**Below:** Clearing the storm debris is a continuing process.  
**Bottom:** The area is prepared for rebuilding. (Photos: 2nd Lt. Ray Gathright)

“According to the Red Cross, the CAP teams did a lot of good. We were at their disposal, and the teams took photographs, helped people, and did other emergency

tasks for the Red Cross,” said Lt. Col. Thomas.

Texas Wing Commander Col. Stephen Hudson, in thanking the members involved, said that, “this mission opened the door for us to do many future missions with the American Red Cross.”

The people of Van themselves got to work with neighbors helping neighbors clear rubble and downed trees. Stores, businesses, and homeowners alike opened their kitchen to feed volunteers on the streets. First Lt. Stephen Webb –



Plano’s Emergency Services Officer and a paramedic by trade – told of urging an older gentleman to get medical attention. In addition to several contusions and lacerations, the tornado had broken his right arm in several places. While allowing first aid, the man declined transportation to the hospital, choosing instead to continue driving his golf cart to deliver water to volunteers. Though the storm damaged 30% of the town, its citizens were drawn closer together. 🇺🇸



**Top:** CAP Ground Team unloads from the NG CH-47 Chinook. (All photos: Lt. Col. Bill Lynam, CAP)

**Below:** Air Force inspection team being briefed on Valsuna Flood exercise (L-R): CCSO Sgt. Aaron Dick, USAF Col. Weed, Angel Thunder Director Brett Hartnett, USAF Maj. Jay Humphrey, USAF Col. Lussier, and USAF Master Sgt. Ramirez.

## ***Arizona Wing Participates In Exercise Angel Thunder 2015***

*by Lt. Col. Bill Lynam, CAP, Arizona Wing*

CAMP NAVAJO, Ariz. – On June 4, 2015, the Prescott Composite Squadron's forward area support team (FAST) arrived at Camp Navajo Depot in Bellemont, Ariz. and proceeded to the *Angel Thunder 2015* training exercise site, where they located the Incident Command compound and landing zone at Roger's Lake on this 44-square mile site.

For three consecutive years, the Arizona Wing of the Civil Air Patrol has participated in the *Angel Thunder* exercise. A multinational, interagency search and rescue exercise sponsored by the Joint Chiefs of Staff and the Air Force Air Combat Command, its aim is to train Combat Air Force, Joint, Allied and Interagency participating personnel and recover assets using a variety of scenarios.

The purpose of this year's exercise, held May 30-June 13, 2015, was to find, locate, triage and



extricate the victims of the mock Valsuna Flood that destroyed a simulated city located deep in the Camp Navajo woods.

The CAP Arizona Wing's exercise objectives were to test responsiveness, work together with other agencies, and to see how agile CAP ground teams and aircraft could



be in deploying and carrying out their missions. In addition, Arizona Wing was tasked with exercising command and controlling reach and accountability with CAP communications networks, on both ground and air for victim search.

**Above:** (L-R) CCSO IC Sgt. Aaron Dick, CAP Planning Section Chief Lt. Col. Victor La Sala and Deputy Operations Section Chief CAP Maj Dallas Lane.

**Below:** Pararescue medics escort “injured victims” for helicopter evacuation.

The exercise victims – student volunteers from the Northern Arizona University Air Force Reserve Officer’s Training program – were given extremely realistic make-up wounds (moulage), assigned roles to play, and scattered in the mock city and the woods.

Arriving at the Roger’s Lake incident command post (ICP) and landing zone, the FAST team took their positions while the CAP Arizona ground team were helicoptered in from Williams–Gateway Airport by Montana Army National Guard members flying a CH-47 Chinook. Already on the ground was the Coconino Sheriff’s Search and Rescue Team. Both teams were briefed by the on-site incident commander, Sgt. Aaron Dick of the Coconino Sheriff’s Office. CAP Maj. Dallas Lane, deputy operations section chief, coordinated the CAP Ground team. After the briefing, the two teams were tasked with searching for victims and deployed separately.





**Left:** CCSO Incident Commander Sgt. Aaron Dick briefs CAP ground team.

**Bottom:** Communications Unit Leader Lt. Col. David Alegre, works the radios.

As the victims were found, they were tagged with notes on needed triage. The most seriously wounded were transported to the ICP. A CH-47 helicopter with Air Force pararescue personnel

onboard landed and took control of the wounded who were flown to the casualty collection point at Winslow, Ariz.

Assisting in the search were two K-9 dogs trained in searching for human remains, trailing, and area search. Juliet, the CAP ground team dog, was a lively, ball-chasing, jumping Australian breed. MacGyver, a rangy Irish setter, worked for the Coconino Sheriff's team.

While the teams worked their way through the mock city and surrounding woods in their search, Air Force personnel from both Davis-Monthan and Nellis Air Force Bases arrived to observe the day's activities. Mr. Brett Hartnett, Angel Thunder Director, was accompanied by USAF Col. Jeff Weed, USAF Col. Lussier, USAF Maj. Jay Humphrey, and USAF Master Sgt. Ramirez. Army Capt Golabireuski, liaison for Camp Navajo Depot Commander Army Lt. Col. Kim Gage, led the entourage on their field visit.

Other personnel on-site triaging the wounded were the Ponderosa Fire Department from Belmont, Ariz. and the Highland Fire Department from Kachina, Ariz.

The CAP Ground Team remained overnight at the Coconino Sheriff's Training Center. On the following day, more volunteer victims were brought in for an expanded search and rescue exercise. Foreign national military personnel joined the exercise with their equipment and helicopters, and the CAP team worked alongside them. 🇺🇸





**Left:** Flooded retention pond near New Caney, northeast of Houston. (Photo: Capt. Audrey Morrow, CAP)

## **Texas Wing Members Assess Southeast Texas Storm Damage**

*by Capt. Audrey Morrow, CAP, Texas Wing*

SUGAR LAND, Texas – On May 31, 2015 members of Group IV volunteered to participate on a photographic mission to assess

flood damage from catastrophic storms that swept central and southeast Texas. The storms had begun on May 24 in central Texas, moving into the Houston area and communities north of Houston. On Saturday, May 30, another storm cell passed through the Houston area, dropping another 2 to 3 inches of rain on the already distressed region. The area to be surveyed during this mission was the vicinity surrounding the Brazos and San Jacinto Rivers.

An Incident Command Post was set up at the Anson Aviation facility, located at Sugar Land Regional Airport. Maj. Val Rose volunteered as incident commander. Maj. Robert Payton, Capt. Jordan Aasgaard and Maj. David Lankford assisted as Airborne Operations Directors and Ground Branch Directors. Capt. David Ely and Maj. Don Anderson managed the communications network. Maj. Timothy Davis assisted as mission staff assistant and ground team leader. Capt. Audrey Morrow was the public information officer.

Four cadets assisted with ground team operations. Cadet Staff Sgt. Rachel Herrington was assigned the position of mission staff assistant. Cadets 2nd Lt. James Meaux, Tech Sgt. Zachary Aasgaard and Master Sgt. Daniel Rials made up the ground team. Rials was also the mission radio operator.

Two air sorties were flown. Lt. Col. Bob Wolin took the controls as mission pilot for the first sortie with Maj. David Lankford as mission observer and Capt. Stephen Schultz as mission scanner and airborne photographer. This sortie covered the area of the Brazos River, bridge, golf course and Interstate Highway 10. The ground team, led by 1st Lt. Timothy Davis, was assigned the same area, was spotted from the plane at the IH-10 feeder. (The air crew spotted a man in a boat on the golf course, swinging at the water.)

The second flight team consisted of 2nd Lt. Daniel Manuis, mission pilot in training, Lt. Col. Bob Wolin, mission observer and evaluator to Manuis, Capt. Jordan Aasgaard as airborne photographer and Capt. Audrey Morrow as mission scanner. This sortie was flown over the San Jacinto River region. Crew members saw the river cresting, with many homes under water. A cluster of approximately 50 vehicles was visible only by their rooftops. A freight train was observed making a risky passage over a bridge that was almost completely submerged.

More than 300 photos were uploaded. These are valuable for preparedness in the event of future storms and flooding. Much was learned from the flights on that day. 🇺🇸



**Top:** LBJ Middle School Cadet Squadron personnel augmented by a Spirit Squadron cadet crew put New Mexico Wing's hot-air balloon *Phoenix* through a balloon glow in the squadron's parking lot. (Photos: Lt. Col. Jay T. Tourtel, CAP)

### ***Radio Remote, Balloon Glow Round out N.M. Squadron Open House***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – A remote radio broadcast and a balloon glow helped entice visitors to the Albuquerque Heights "Spirit" Composite Squadron Open House on April 30, 2015. The Open House was a way to introduce the general public to CAP's three missions of aerospace education, emergency services and the cadet program.



**Left:** Squadron Commander Maj. Lloyd J. Voights (left) tells KDSK sales manager Kyle Sanchez about CAP's three missions.

**Below:** Evan Carlisle of New Mexico K-9 Search and Rescue puts his bloodhound, Sadie, through her paces in the field outside squadron headquarters.

The evening started outside, with a demonstration by New Mexico K-9 Search and Rescue, and how they use search dogs to find lost hikers, or even victims of an aircraft crash. While the K-9 unit uses all breeds of dogs, bloodhounds are

especially effective because of their highly-developed sense of smell.

Inside, the squadron had a number of tables that displayed memorabilia from CAP's earlier days, as well as computers to showcase the squadron's participation in the Air Force Association's CyberPatriot program; equipment needed to survive in the field for 24 hours; and fun and interesting aerospace experiments. Broadcasting remotely from the squadron's headquarters was oldies radio station KDSK, Rio Rancho, 1240 AM and 92.7 FM. The remote broadcast was possible through the efforts of one of the squadron's newest members, Cadet Sponsor Member Linda Murillo.

Between music sets by station owner Derek Underhill, sales manager Kyle Sanchez interviewed the cadets and senior members about the opportunities available through CAP.

"This is a tremendous opportunity for anyone who wants to join," said squadron commander Maj. Lloyd J. Voights. "If you want to participate in search and rescue, if you want to save lives, or if you just want to learn to lead, there's a place for you in CAP."

Cadet 2nd Lt. Bailey E. Little, who received an appointment to the United States Air Force Academy, talked about how CAP prepared her for her appointment. "I learned a lot in CAP that I would never have learned anywhere else," she said.

As night fell, visitors saw the balloon glow of New Mexico Wing's hot-air balloon *Phoenix*, on loan from LBJ Middle School Squadron, which oversees the wing's hot-air balloon program. Attendees were also treated to a drill demonstration by the squadron's color guard, whose members also answered questions about the CAP Cadet Program. 🇺🇸





Top: Rescue demonstration with USGC helicopter from Ellington Field. (Photos: Lt. Col. Don Fisher, CAP)

## ***Texas Wing Attends U.S. Coast Guard Search and Rescue Workgroup***

*by Capt. Audrey Morrow, CAP, Texas Wing*

GALVESTON, Texas – On April 8, 2015, the U.S. Coast Guard (USCG) hosted a Search and Rescue (SAR) Workgroup for area emergency response agencies. This program was organized and presented by Lt. Joel Salgado and Sector Houston-Galveston Command Center Chief Lt. Cdr. Jonathan Andrechik. Approximately sixty members of various organizations attended the event. During his opening remarks, USCG Sector Commander Capt. Brian Penoyer said, “We need to get to know each other and work together.”

“The mission and purpose of the Search and Rescue (SAR) Program is to prevent death or injury to persons and loss or damage to property in the marine environment”, said Salgado. The USCG Addendum focuses on four key processes involved in the performance of our SAR missions:

1. Distress monitoring and communications,
2. Search planning,
3. Search coordination, and
4. Search and rescue operations.

He described how it is often difficult to know when to cease a search for persons, an action that requires a comprehensive process and discussion among different levels of authorities. Sector Houston-Galveston invited several representatives of the local search and rescue community to provide a summary of their background, capabilities and limitations.

Senior Chief Boatswain’s Mate Mark Spillane, with 27 years of experience, heads the USCG Station Response. He is the officer in charge of the small-boat station and conducts water search and rescue among other missions.. He told some of his experiences in large and small rescue operations in the waters of Galveston Bay and the Gulf.

Lt. Col. Don Fisher, Civil Air Patrol Baytown Squadron Commander, with 25 years of service, is a proficient mission pilot. He conducts flight crew training and is an airborne photography instructor. He gave a brief history of the Civil Air Patrol, describing its three missions: emergency services, aerospace education, and cadet programs. Texas Wing consists of approximately 1,400 senior members and 1,600 cadets. He also described the 28 aircraft assigned to Texas Wing and showed aerial photos of the Galveston and Bolivar Peninsula destruction in the aftermath of Hurricane Ike. Civil Air Patrol is ready with air and ground crews to be of service in times of disaster.

Sgt. John Courtney of the Galveston Police Department Marine Division explained the dynamics of the Galveston Marine Response Team, that is comprised of the Galveston Beach Patrol, Galveston Fire Department and Galveston Police Department. These Galveston City departments work jointly with pre-designated areas of responsibility to work effectively. An annual training exercise is conducted at the Galveston Seawall. Lt. Kara Harrison of the Galveston Beach Patrol Life explained the increased use of jet skis in the rescue of swimmers or others in possible distress.

Sgt. Timothy Lloyd, Harris County Marine Unit (Divers Division), spoke on swift-water recovery and the deployment of dive teams. This unit uses Remote Operating Vehicles (ROV) to search beneath the water surface, along with airboats, commonly called "safe boats" in their rescue and recovery efforts.

Participants had the opportunity to examine an Agusta AW139 helicopter, fully fitted with lifesaving rescue and medical equipment, that is owned and operated by Era Helicopters, LLC. Priority 1 Air Rescue is an integral part of this organization and is solely committed to rendering medical assistance and saving lives. The team provides a full SAR/EMS operation with services to the local communities as well as offshore oil rigs. It is often referred to as a "One Stop SAR Shop".

A visit to the USCG Small Boat Station Galveston dock was followed by a fleet tour and static display of a 45-foot Response Boat-Medium (RBM), a 29-foot Response Boat Small (RBS) and a 26-foot TAN-B used for Aids to Navigation (ATON). The boats were accessible and could be boarded to view the instrumentation used in their operation.

While the group examined the response boats' capabilities, a USCG HH-65 "Dolphin" helicopter from Ellington Field passed overhead at a low altitude. As it neared the dock, a rescue swimmer was lowered into the water. He swam a short distance as the helicopter moved away (simulating a SAR case evolution) and, while treading water, he lit a flare. Ten minutes later, the helicopter returned and lowered a harness, with which he was lifted into the aircraft successfully, for a demonstration of a rescue exercise with the assistance of a USCG Small Boat Station Galveston 45 RBM.

In closing, Lt. Salgado encouraged all participants to communicate and share their practices and experiences, thus completing the event to everyone's profit. 🇺🇸

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**Right:** Agusta AW139 rescue helicopter on static display.

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Top: Maj. Carla Day (right) answers questions about Civil Air Patrol and STEM program. (Photo: Col. Gil Day, CAP)

## ***Arizona Wing Participates in STEM Night at San Tan Elementary***

*by Lt. Col. Pete Feltz, CAP, Arizona Wing*

GILBERT, Ariz. – On May 4, 2015, Col. Gil Day (a former Arizona Wing commander) and his wife Maj. Carla Day set up an Aerospace Education booth to represent the Arizona Wing Aerospace Education (AE) program during the school's Science, Technology, Engineering and Mathematics (STEM) night.

STEM nights are important events for the San Tan Elementary School – one of the many schools within the Higley Unified School System. Col. Gil Day made the connection with the Higley Unified School District through Donna Jagielski, M.Ed., the school district's instructional coach of technology. She and Col. Day are well acquainted, since they are both runners and tend to participate in some of the same running events.

As one thing leads to another, Jagielski expressed her interest in having CAP participate in the District's STEM program at several of the school district's schools, starting with the San Tan Elementary School. As a result, Col. Day got in touch with Lt. Col. Peter Feltz, the Arizona Wing director of aerospace education, who had other commitments and would not be able to attend.

Col. Gil and his wife Maj. Gil volunteered to set up the display at San Tan, man the CAP table, and answer questions from teachers, students and family. Participating in a school's STEM program is always a popular and productive external aerospace education activity.

Col. Gil and Maj. Gil made a number of good contacts, which goes a long way towards effectively advertising CAP's Aerospace Education and getting the parents, students and teachers involved. 🇺🇸

**Top:** Barksdale Composite Squadron personnel learn about EOD personnel duties. (Photos: Cadet Tech. Sgt. Blake Robinson, CAP)

**Below:** USAF Staff Sgt. Cody Freel explains the special equipment used by the fire department flight.

### **Louisiana Wing Unit Tours Barksdale AFB Emergency Management Flights**

by 1st Lt. Joshua B. Bass, CAP,  
Louisiana Wing



BARKSDALE AFB, La. – On April 20, 2015, concurrently with the regular Emergency Services meeting, Barksdale Composite Squadron cadets and senior members met with USAF Tech Sgt. Jonathan Marion, the squadron's point of contact at the Barksdale AFB Emergency Management Flight. The purpose of the CAP visit was to see first-hand the three emergency management roles that airmen perform in the Air Force. The CAP squadron's two-fold objective was to expose its cadets to career fields in the armed forces, and to make new contacts on base to make it possible for the unit to participate in the Air Force mock exercises. Both goals were met.

During his assignment at a previous duty station at Maxwell AFB, Ala., Marion had become familiar with CAP, its missions, and the growth experiences it provides young adults. After assembling the 21 visitors into three groups for the demonstrations, Marion said, "We at Barksdale Emergency Management are very thankful for the great services CAP provides the Air Force and your 100% volunteer service. So, please let my teams show you how Emergency Management works from our career fields' point of view."

Each of the three groups rotated through presentations given by the Emergency Management Flight; the Fire Protection Flight; and the Explosives, Ordnance and Disposal Flight, learning from each team. Each of the three Air Force flights had brought their vehicles, special tools and equipment and special uniforms for the attendees to see, don and feel. Each flight provided 4 airmen to perform the demonstrations, which helped every participant in getting hands-on experience with the tools, ask questions, and don the gear.

First up was the Emergency Management Flight, which coordinates and organizes efforts to manage, prepare for, respond to, and recover from the effects of an all-hazards event. Participants were shown personal protective gear against hazardous materials, Geiger counters, and many disaster-relief tools, including the main response vehicle and command center. Cadets were allowed to use the Geiger counter on a dummy that contained a radioactive sample hidden on its body, so that they could see how it actually functioned. Airmen explained their role and how similar it is to CAP's Emergency Services Mission. They respond to floods, hurricanes, tornadoes, and other natural or man-made disasters, just like CAP.

After this, the participants visited with airmen from the base fire department. Airmen showed their protective gear, special tools and the fire vehicles themselves. They explained the differences



The Fly-By

between a regular fire department and that of the Air Force, that trains for flight-line fires of aircraft laden with jet fuel, as well as brush, home and equipment fires.

**Right:** Cadet Amn. 1st Class Katlyn Hoffman uses a Geiger Counter supervised by USAF Airman 1st Class Victoria Hammond.

**Below Left:** Cadet Chief Master Sgt. Austin Stone dons the bomb suit.

**Bottom:** USAF Amn. 1st Class Hunter Pryor (R) shows Cadet Amn. Nikita Yelensky how to operate the bomb disposal robot.



Finally, the CAP members visited with the Explosives, Ordnance and Disposal flight airmen. Personnel in this Air Force career field are highly skilled and number less than 1,000 worldwide. They showed bomb suits, the command center vehicle, special service tools and many inert examples of explosives and rockets.

After having donned the bomb-disposal protective suit, Cadet Chief Master Sgt. Austin Stone said, "I did not realize how heavy these suits are, it must be very hard to disarm bombs under extreme conditions." The airmen immediately told him that his assessment was correct.

Both CAP cadets and senior members had many questions for the airmen. Everyone involved learned a lot and gained a new perspective into more Air Force career opportunities.



Once the three visiting groups had completed each station, Cadet Maj. Matthew Pourteau (the cadet commander) and Cadet Maj. Andrew Koepnick (the cadet deputy commander) told the Air Force airmen about their CAP squadron and how CAP's three main missions help to support them and the Air Force when working together, helping the Air Force airmen understand CAP's volunteer missions. 🇺🇸



## The Fly-By,

**Right:** Cadet Sponsor Member Jonathan Fox prepares to launch his Goddard rocket along with other adult participants. (Photos: Lt. Col. Jay T. Tourtel, CAP)

**Below:** Senior Member Michael Saul (left) and Capt. Mary Fox assist Cadet Senior Airman Tyler Tourtel with the construction of his Goddard rocket.

## ***New Mexico Squadron Combines Model Rocketry, Team Building***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On June 20, 2015, cadets and senior members of the Albuquerque Heights “Spirit” Composite Squadron, in the company of friends and family, participated in a potluck “Breakfast in the Skies” combined with model rocketry workshop at Albuquerque’s Balloon Fiesta Park. The event was designed to help cadets earn their model rocketry badge, as well as to foster camaraderie between squadron members and their families.

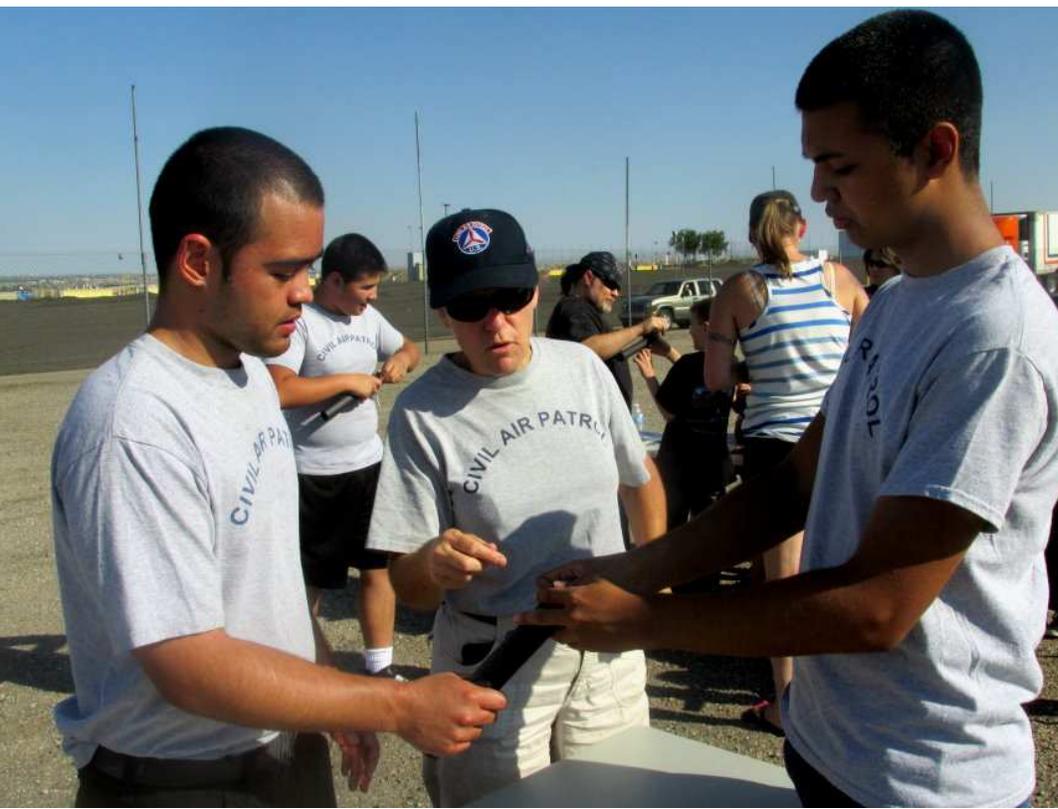
After a breakfast buffet of bagels, donuts, fresh fruit and sweet rolls, squadron Aerospace Education Officer Capt. Mary A. Fox led cadets through the Redstone stage of the squadron’s model rocketry program. The cadets constructed a Goddard rocket – a foam tube launched with a rubber band, similar to a slingshot – named after Dr. Robert H. Goddard, often known as the Father of Modern Rocketry.

Explaining the importance of Dr. Goddard to American aerospace, Fox said, “He brought aerospace to the United States.”

After successfully launching their Goddard rockets, Fox led cadets (and senior members who wanted to participate) through the Titan stage of the model rocketry program, where participants must first assemble a pre-fabricated commercial model rocket, followed by their own rocket, which must be assembled from raw materials not available in a kit. The final assembled rocket

must hold a rocket engine and be launched from a model rocket launchpad.

Most CAP members only got as far as assembling the rocket body, but Fox announced that the activity would be continued on July 11, when the squadron will host “Lunch in the Skies,” and continue where they left off. 🇺🇸





Top: CTEP students during class instruction. (Photo: 1st Lt. Steve Gates, CAP)

## ***Texas Wing Cadet Education and Training Program Weekend***

*by Cadet 2nd Lt. Holly Fieglein, CAP, Texas Wing*

NACOGDCHES, Texas – On March 6-8, 2015, 11 cadets and senior members from the Thunderbird Composite Squadron joined 100 others at Texas Wing Headquarters in order to participate in the Cadet Training and Education Program (CTEP). This is a weekend leadership training course that groups members by rank to be taught in-depth leadership skills.

The Thunderbird cadets were enrolled in the Senior Non-Commissioned Officer Academy (SNCOA), Officer Training School (OTS), and Cadet Command Staff Collage (CCSC); the last two are parts one and two of Region Cadet Leadership School (RCLS) – a prerequisite for the Eaker Award. The senior members took the Training Leaders of Cadets (TLC) course. Besides class attendance, several were on staff as instructors and also to prepare meals throughout the weekend.

The training weekend consisted of cadets attending class where they learned about a specific topic and were assigned homework, such as making a presentation, delivering a speech or writing an essay. Through these activities, cadets learned best and then gave other cadets their perspective and thoughts. These were often group activities that in turn taught everyone how to work together effectively.

All had a profitable educational experience, learning about basic drill, the roles of staff, how to plan CAP activities, the proper wearing of the uniform, how to effectively communicate, and how to teach others. For many it proved highly motivating, and they got to meet others from around the wing.

All cadets and senior members profited from CTEP. Since returning to the squadron, they have been able to put their new leadership skills to good use, and are looking forward to going back to CTEP in the fall. 🇺🇸

**Right:** Brig. Gen. James A. Firth congratulates Cadet 2nd Lt. Jackson Jinks on his award.

**Below:** (L-R) Maj. Gen. Michael Fortney, Cadet Jinks, and Brig. Gen. James Firth. (All photos: 1st Lt. Joshua Bass)

## **Louisiana Wing Cadet Earns AFCEA Scholarship**

*by 1st Lt. Joshua B. Bass, CAP, Louisiana Wing*

BOSSIER CITY, La. - On April 30, 2015, at the El Dorado Casino and Resort, Cadet 2nd Lt. Jackson Jinks, a member of Louisiana Wing's

Barksdale Composite Squadron, received a \$2,000 higher education scholarship from the Armed Forces Communications and Electronics Association's Ark-La-Tex Chapter (AFCEA). The AFCEA and its chapters offer more than \$2 million in scholarships to military veterans, ROTC and CAP cadets and students majoring in Science, Technology Engineering and Mathematics (STEM) fields or secondary education for the purpose of teaching STEM subjects in U.S. middle/intermediate and high schools.

Cadet Jinks was one of eleven graduating high school seniors who were selected to receive this prestigious award. Each year young men and women can apply for these scholarships if they meet stringent requirements that, among other requirements, include maintaining a minimum 3.0 un-weighted GPA, be of known high moral character, and be pursuing a degree in a STEM-related major.





**Above:** (L-R) Retired A.F. Col. Lorenz Walker (currently mayor of Bossier City, La.) with Cadet Jinks.

Over 150 AFCEA members and staff, military personnel, sponsors, family, friends and honorees attended a special awards catered banquet where the scholarships were presented, after guest speakers delivered their address. Dignitaries on hand included the keynote speaker, Maj. Gen. Michael E. Fortney, vice commander of Air Force Global Strike Command, Barksdale AFB, La. Also in attendance was Brig. Gen. James A. Firth, mobilization assistant to the commander, Curtis E. LeMay Center for Doctrine Development and Education, Maxwell AFB, Ala. who is also chief of development for Boeing Corporation. Both of these distinguished officers presented the medals, gifts and scholarships to the 11 honorees.

Also present was retired Air Force Col. Lorenz Walker, currently the honorable Mayor of Bossier City, La., who met and congratulated each awardee. Additionally, representatives from global companies such as Boeing, Northrop Grumman and General Dynamics also attended. Gen. Firth stressed the importance of funding STEM education to ensure that the next generation of engineers can help build the aircraft of the future, securing America's place as a world super-power and maintaining the supremacy of American military and private sectors. During his speech, Gen. Fortney said, "If you want to build cool airplanes, go work for Jim, but if you want to fly them, come work for me." General Fortney also emphasized continuing education in STEM-related fields.

Each scholarship is contributed by a different sponsor or group. Cadet Jinks was selected to receive the Friends of AFCEA, Retired Col. Joseph Jones, Tuskegee Airmen Scholarship, in the amount of \$2,000. Winners also received a medal, a laser printer courtesy of Hewlett-Packard, and a large gift bag with untold gifts. Cadet Jinks, a graduating senior from Capt. Shreve High School, in Shreveport, La., plans to attend the University of Texas at Arlington this fall, where he will pursue a BS in Aerospace Engineering. Having been accepted into the AF ROTC program, he hopes to be commissioned in the USAF upon graduation. Jackson enjoys CAP, socializing with his friends, skydiving, and anything related to aircraft: from principles of flight to sitting on the left seat.

CAP cadets can contact their local chapter of the AFCEA and apply for these scholarships during the first quarter of their senior year of high school. Cadet Jinks said, "I am so thankful to my CAP leadership and the AFCEA for making me aware of this great scholarship, and to the review board that selected me to receive it. This is a great honor that I will never forget." 🇺🇸



**Top:** Maj. Edward Longoria, right, accepts command of Kirtland's Albuquerque Senior Squadron II from CAP New Mexico Wing Commander Col. Mark Smith June 10. (Photo: 1st Lt. Ryan M. Stark, CAP)

## ***New Mexico Squadron Gets New Commander***

*by 1st Lt. Ryan M. Stark, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On June 10, 2015, Maj. Edward Longoria took command of the Albuquerque Senior Squadron II during a brief ceremony at New Mexico Wing headquarters located at Kirtland Air Force Base.

Longoria – an aerospace executive, flight instructor and Navy veteran – succeeded Maj. James W. Steele, who had commanded the squadron since June, 2010. Longoria also serves as the Wing's director of standards and evaluation, and was the squadron's deputy commander prior to his promotion.

New Mexico Wing Commander Col. Mark Smith, who took part in the ceremony, said that Longoria's combination of experience in aviation, business and CAP made him an ideal candidate to lead the squadron. "Major Longoria has served the New Mexico Wing with distinction for the past several years, and I know that Squadron II will be in good hands," Smith said.

"It is a true and humbling honor to take the reins as Squadron II's commander," Longoria said. "Maj. Steele built a great legacy during his time as commander, and I'm looking forward to moving the needle even further and expanding our capabilities."

Longoria joined CAP in October 2011. He was named New Mexico Wing Public Affairs Officer of the Year in 2012 and Wing Operations Officer of the Year in 2013. He also assisted CAP National Commander Maj. Gen. Joseph Vasquez in 2014 in flying CAP's newest aircraft type, the Cessna Turbo 206. He trained as a flight instructor at Cessna headquarters in Independence, Kan.

Based at Kirtland Air Force Base, Albuquerque Senior Squadron II was founded during World War II. The missions of the 54-member squadron focus almost exclusively on air search-and-rescue and disaster response.

The squadron's many pilots bring a wealth of experience to CAP. Fighter pilots, airline pilots, active-duty Air Force officers and many others can be found among the squadron's ranks. Many of its members have earned CAP Find and Lifesaving ribbons. 🇺🇸



**Above:** Taken just before the ceremony, (L-R) 2nd Lt. Barela, Col. Smith (in USAF uniform), and Capt. Karen Barela, CAP.  
(Photo: Courtesy Walter Barela)

## ***CAP Wing Commander Swears in Former CAP Cadet as Air Force Officer***

*by Lt. Col. Dave Finley, CAP, New Mexico Wing*

COLORADO SPRINGS, Colo. – When Haley Barela became a second lieutenant in the U.S. Air Force, she chose to recognize the Civil Air Patrol by inviting her former CAP squadron commander to administer her oath of office on May 27, 2015. Barela, who graduated from the Air Force Academy, asked New Mexico Wing Commander Col. Mark Smith – a retired Air Force colonel – to swear her in as a commissioned officer.

Barela, a graduate of the Albuquerque Academy, was a cadet in the Civil Air Patrol's Albuquerque Heights "Spirit" Composite Squadron, where she earned her Mitchell Award and served as cadet commander. Smith, who at that time had served as Spirit Squadron's commander, said, "I remember that when Haley joined she was just a shy young teenager. It was awesome to see her grow and flourish in the cadet program into a self-confident, mature young leader."

Smith, himself an Air Force Academy graduate, said, "I was honored and humbled to be invited by Haley to participate in this ceremony." Barela and her fellow graduating cadets took their commissioning oaths in a ceremony at the Academy, and then traded their cadet rank insignia for their Air Force gold bars. Barela's second lieutenant shoulder boards were "pinned" on by her parents, Walter and Karen Barela, of Albuquerque, N.M. Karen Barela also serves as a captain in CAP.

Smith completes his tour as New Mexico Wing's commander on June 27, when he will become the commander of CAP's six-state Southwest Region.

During her senior year at the Air Force Academy, 2nd Lt. Barela served as commander of Cadet Squadron 35, which won honors as the Academy's best squadron for 2015. Barela graduated with a degree in Biology. She is entering the logistics career field and her first duty assignment is at Moody Air Force Base, Ga. 🇺🇸



**Top:** Wing Commander “Doc” Barnard and Pontchartrain Cadet Squadron Commander Major William Hunton. (Photo: Lt. Col. Kathy Beauford, CAP)

**Below:** Academy graduates from the Pontchartrain Cadet Squadron. (Photo: Maj. William Hunton, CAP)

## ***Louisiana Wing Academy Graduates from Pontchartrain Cadet Squadron***

*by Lt. Col. Kathy Beauford, CAP, Louisiana Wing*

LAFAYETTE, La. – On May 2-3, 2015, Pontchartrain Cadet Squadron senior member graduates of the Louisiana Wing Academy in Lafayette, La. were Lt. Col. Kathy Beauford, Squadron Commander Maj. William Hunton, Capt. Robin Soroe, Capt. Jonathan Balint, and 1st Lt. Nicholas Boeckelman.

Cadet graduates were Cadet Capt. Franchesca Giroir, Cadet Airman Derrick Bourgeois, Cadet Airman Breanna Charbonnet, and Cadet Airman Lucy Marie Ferry. 🇺🇸





**Top:** U.S. Marine Corps Brig. Gen. Gregg Olson, deputy commander of U.S. Marine Forces, Central Command, speaks to CAP Cadets. (Photos this page: Capt. Karl Falken, CAP)

## ***Texas Wing Cadets Chance Upon Meetings at the Nation's Capital***

*by Capt. Karl Falken, CAP, Texas Wing*

WASHINGTON – During 12-17 March, 2015, twenty-one Texas Wing members from two squadrons toured the nation's capital. Twenty members of the Thunderbird Composite Squadron and one cadet from the Gladewater Corsair Composite Squadron departed Houston's Hobby International Airport early on March 12 bound for Baltimore, Md. From there they rode the Amtrak into Washington and the Metro to Rosslyn Station in Arlington, Va. arriving at the Courtyard Arlington Rosslyn Marriott. Thunderbird Commander Lt. Col. Alyson White – who led the group – announced that they would start their visit early on the following morning.

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**Right:** Squadron Commander Lt. Col. Alyson White holds evening briefing.

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First on the agenda was the White House, where the group passed through three layers of Secret Service security, and then proceeded to a self-guided tour of the West Wing's ground



floor. Older members remembered when the tour had also included the upper floor.

Meticulously preserved, the floor plan, furnishings, paintings and other artifacts retain their original interior design and appearance. Visitors looked at the portraits of past Presidents and First Ladies, as they stood only feet away from chairs and tables at which they and their guests once had sat and interacted.

Next they crossed the Washington Mall to the Dirksen Senate Office Building, where they met with the staff of U.S. Senator Ted Cruz (R, Texas), who welcomed the home-state group with soft drinks and snacks produced in Texas. Later, staff members Patrick Kelly and Hanna Anderson took them on a tour of the Capitol building, making sure that everyone received passes to ride on the Senate Subway that connects the Dirksen building to the Capitol building. The group was impressed by the sense of past and present history that was decided within these walls.

After a break, the group divided into two smaller groups that went on informal tours of the National Mall, visiting the National Museum of American History the National Gallery of Art, and the Smithsonian National Air and Space Museum. The latter offered a comprehensive view of the history and science of aviation from the Wright brother's first plane to vehicles used in manned exploration of the moon and beyond.

On March 15, the group enjoyed much aerospace education with nearly half the day spent at the National Air and Space Museum's Udvar-Hazy Center located in Chantilly, Va., a complex so large that it houses nearly every major type of aircraft, including full-size jumbo jets, an Aérospatiale-BAC Concorde, and the space shuttle Discovery.

"What really impressed me about Washington was the subway system," said Cadet Maj. Hunter Coolican." We don't have these in Houston. It also caught my attention to see so many uniformed military, particularly high-ranking officers, walking about. Basically, I feel like I've really come to our nation's capital."

"Although we saw many interesting things like historic places and met outstanding people, these are not the things that meant the most to me," said Cadet Staff Sgt. Faith Marquez. "For me, the most important thing was the quality time I had with my family and friends and the relationships we built through a shared experience."

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**Right:** (LR) Cadet Maj. Hunter Coolican, Cadet 1st Lt. Kyler Hearn, USAF Lt. Col. Nicole Malachowski, and Cadet Sr. Amn. Joelle Sherbeck. *(Photo: Cadet Master Sgt. Faith Marquez, CAP)*

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Walking through the city in uniform, the CAP members attracted some attention. The group with Lt. Col. White met highly-decorated USAF Lt. Col. Nicole Malachowski, the first female pilot in the USAF Air Demonstration Squadron, also

known as the Thunderbirds. Cadets were excited to meet and talk with a pilot from the prestigious Air Force unit, the CAP squadron's namesake. The other group also had a chance meeting. Capt. Kale LeBlanc met and introduced them to U.S. Marine Corps Brig. Gen. Gregg P. Olson, deputy

commander of U.S. Marine Forces, Central Command. While waiting on a street corner for his ride to arrive, the general took time to address the cadets on the importance of informing the general public about the military, and then spoke directly with several cadets about their plans to enter the service.

This was not the first time in Washington for Cadet Staff Sgt. Julissa Borges, but now she saw it in a new way, "I lived in the DC area for five years previously, but didn't realize there was so much to see and do here. On this trip I visited the museums for the first time and really enjoyed it. I found them both educational and interesting."

At the Arlington National Cemetery, Cap LeBlanc's group visited the grave sites of many famous Americans, from President Kennedy to Maj. Audie L. Murphy, a fellow Texan and the most decorated American soldier of World War II. They also visited the Tomb of The Unknown soldier where they witnessed the changing of the guard and wreath laying ceremonies; saw the nearby USS Maine Memorial; and toured the Custis Lee Mansion where Martha Washington's family lived and later General Robert E. Lee raised his family.

The final day of the tour ended with a guided tour of the headquarters of the U.S. Department of Defense, starting with a quiet walk through the National 9/11 Pentagon Memorial on the west side of the building. After this, they went through a security check and a briefing room where they were met by two members of the 3d U.S. Army Infantry Regiment (also known as the Old Guard, the same unit that provides the honor guard for the Tomb of the Unknown Soldier). Spc. Brandon Ramirez and Amn. 1st Class Ashley Rash, dressed in their distinctive uniforms, led the group on a tour that went all around the inner ring of the 41-acre building, talking about both the functions and history of the building, including an explanation of its unusual shape: originally intended for an odd-shaped plot of land, the design was carried over to the final, actual site.

This visit included viewing display cases featuring the history and personal artifacts from famous American soldiers such as General of the Army Douglas MacArthur. On a humorous aside, because of the high foot traffic there, cold-war Russian military experts misread spy satellite data and identified the Pentagon's centrally located hot-dog stand as an entrance to an underground bunker and targeted for a direct nuclear missile strike. Naturally, the building was dubbed "Ground Zero Cafe."

"What I take away from the trip was being with a group of quality cadets which is something I enjoy," said Cadet Staff Sgt. Grace Von Hindenfalken of the Gladewater Corsairs Composite Squadron. I also liked visiting historical places and seeing the famous seats of government where decisions are made that affect our lives."

"What visiting DC did for me," said Cadet 1st Lt. Kyler Hearn, "was to demonstrate in a tangible way the concepts of how the society, government and military work together. In Washington, I saw first-hand how the people, institutions and infrastructure all come together to function as one government." 🇺🇸

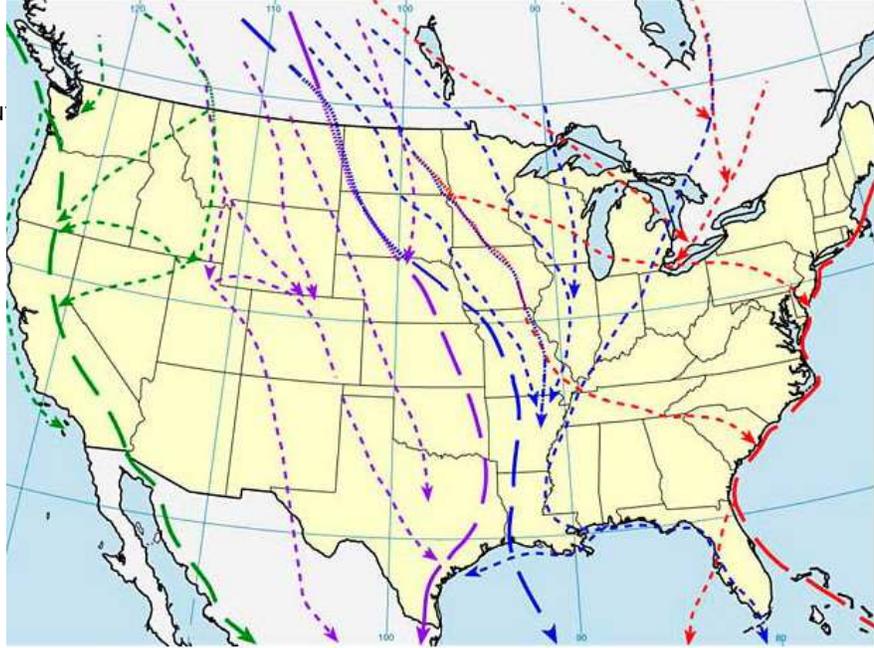
**Below:** CAP tour group at the Pentagon. (Photo: Lt. Col. Alyson White, CAP)



### **The Safety Corner - Bird Strikes**

As the bird population has increased in North America, so has the number of reported aircraft bird strikes. Despite the rise in bird strike reports, many collisions still go unreported; one estimate claims 60% of bird strikes never find their way to the FAA database. If that total is to be believed, over 145,000 strikes have occurred since 1998.

Unlike an engine failure or a stall, an aircraft-meets-bird event is not something that's easily practiced. But preparation for the possibility can help.



If a collision with a bird is imminent, protect your eyes while maintaining situational awareness. Assume that any impact will result in a shattered windshield. Duck below the glare shield. Prepare yourself for a lot of confusion, but above all else, fly the airplane. Expect a lot of wind and noise, and debris will probably be flying around. Wearing shatter-resistant glasses will help avoid eye injury and keep your vision from being impaired by the slipstream.

If the bird hits one of the airfoils, it's best to assume there's damage. Slow down to maneuvering speed and maintain control as best you can while you assess the situation. If the damage is significant, or you suspect it to be, land as soon as practicable. Resist the temptation to continue on to your destination, and don't be lulled into a false sense of security. The damage may be far more extensive than you think. Don't hesitate to declare an emergency, and don't rule out an off-airport landing if you believe that the airframe has suffered major damage.

Once you land, thoroughly inspect the airplane. If there's any damage, have a mechanic look things over. You may be able to fly it back to your home airport, but don't take any unnecessary chances.

**Knowledge is the best prevention.** Get all available information prior to launch and in-flight; NOTAMS may have been issued for bird activity.

If the destination field has an automated terminal information service (ATIS), give it a call before departing. If hazardous bird activity is high, the ATIS will report this. Consider calling the FBO at your destination and asking about birds on the field.

Geography may help you assess potential bird activity. Since birds tend to congregate in low-lying areas, marshlands or landfills, where food is more abundant, consider these areas when scanning the sectional to determine if an airport is a likely candidate for excessive bird traffic.

The FAA reports that more bird-aircraft collisions occur between July and October – prime migration time. Take extra care when flying during these months, especially near one of the major bird migration routes. These four routes divide the United States fairly equally from east to west. The Atlantic Flyway parallels the East Coast while the Mississippi Flyway follows the Mississippi River and includes areas near the Great Lakes. The eastern edge of the Rocky Mountains is home to the Central Flyway and the Pacific Flyway routes itself along the West Coast.

It is also a good idea to avoid flying over designated bird sanctuaries, and fly as high as practical. And remember that you'll find seagulls, pelicans and other waterfowl over beaches.

Awareness is very important; it is hard to prepare for an emergency that one has never considered. *(The material above has been taken from the AOPA Air Safety Institute © 2010, [www.airsafetyinstitute.org](http://www.airsafetyinstitute.org))*

**NOTE:** The "Avian Hazard Advisory System" (AHAS), a great website sponsored by the Air Force Safety Center, is available to the public: <http://www.usahas.com/>



Top: Guernica (oil on canvas, 11 ft. 5 in. x 25 ft. 6 in.), 1937, by Pablo Picasso.

## ***Editorial***

### ***Why Associated Press Style?***

AUSTIN, Texas – Associated Press Style was adopted in an effort to gain and retain credibility. Towards this end, AP Style was drawn from the literary and photographic examples of the late 19th and early 20th century and later years.

Photography made it possible to capture an instant in space and time as no other medium had ever allowed up to that time. Until practical photography was invented (Louis Daguerre, 1839), most images were set down by hand from life or memory on some portable medium (mostly in pencil, ink, watercolor, pastels, or oils, listed in order of difficulty). However, these created images make it almost impossible for the artist to achieve detachment with respect to the work itself. Photography, on the other hand, is far less influenced by opinion or bias, as the process gives the photographer limited choices: subject, place and time.

In the 19th century, Mathew Brady (American Civil War) documented the devastation and horror of fratricidal combat. Some of the best photographers of the 20th century, such as Ansel Adams (landscape), Yousuf Karsh (formal portrait), Henri Cartier-Bresson (candid and street photography), Robert Capa (war photography) have pioneered in their field, and left the legacy of their work for others to follow in their steps. Many have.

It has been said that a picture is worth a thousand words. Why is that? No doubt, some images awaken in the viewer emotions and impressions that lead to reflection, making the spectator an integral part of the message that the artist intended to impart. However, in the case of hand-created images, the artist imposes a bias on the final image, while the viewer interprets the image with a second bias that can be far different from the artist's. As an art object, this kind of image is legitimate and generally accepted. But – is it reliable as a representation of fact?

A photograph, on the other hand, is less subjective, since the photographer captures a moment of reality, and it is up to the viewer to interpret the reality that the viewer sees. The trouble with this process is that the viewer lives at a specific time in history, so images that are contemporary to the viewer will be interpreted by the viewer based on knowledge and experience of that contemporary time. However, images taken in the past – even one generation removed from the viewer's – most likely will not be interpreted in light of the time and experiential world in which the photographer captured them.

Take, for instance, a 1937 documentary that was filmed during the Spanish Civil War (1936-1939), in this case, "Guernica." In the 1980s, I was invited to audition a class at the State

University of New York (New Paltz) during which this film was shown to an audience of college students (most of them born around 1960). The black-and-white footage showed how Nazi bombers totally destroyed the tiny, undefended Basque mountain village of Guernica. This was one of the first attacks in the world against a non-strategic target, in which an estimated 1000-1600 civilians dies and many more were wounded. No military personnel or installation were at present at the target location.

After the film showing had ended, the professor asked for comments. The student audience, who had grown up seeing on prime-time television full-color, graphic images of live combat action in Viet Nam, failed to realize the importance of what they had just seen. They missed the historical significance of the German doctrine of *terror bombing* against civilians, whom they targeted deliberately as a means to break the opponent's will to fight. Two years later, with the invasion of Poland in 1939, Nazi forces would use this principle in their conduct of that they called *Blitzkrieg* (Lightning War). The idea behind this strategy had first been proposed by the Prussian general and theorist Carl von Clausewitz on his book *Vom Kriege* (On War), unfinished at his death in 1831.

So there is yet another dimension to storytelling: perception. How do we minimize the effect of perception when we write an account of something that has happened?

Starting in Spain with the Generation of 1898, a handful of influential Spanish writers chose to write in an impersonal, third-person style that was later embraced by writers from other countries, many of whom were exposed to it by their interest in and even participation as volunteers during the Spanish Civil War. Ernest Hemmingway adopted it and popularized it in America. He was notably joined by the likes of John Dos Passos and John Steinbeck. Their writing style required the author to step back and keep from injecting any bias on the narrative. Instead, the author needed to be the all-knowing narrator, *but only of facts witnessed*. Asides and insights were strictly forbidden. The author's opinion was unacceptable in print. Character quotes were essential, but only other characters could respond to or comment on them. Descriptions were limited to what one could see.

Starting in the 1920s, radio programs leapt from the local to the national forum, especially the news. Then, after World War II, television made a grand entrance, and the evening news were broadcast across the land. National television reporters became highly paid, as they established themselves as trusted, unbiased narrators of the events. This was a role they embraced, because they could not afford to offend anyone: their ever-higher compensation was dependent on it.

This reporting style, now codified as the Associated Press Style, has become the nationwide standard of all American traditional media. Civil Air Patrol uses it for all external communications, including internal communications that, because of the round-the-clock availability of social media, could become external with a click of the computer mouse.

Why has American media embraced AP Style? Because, among other benefits:

- It is unbiased,
- It sends a clear message,
- It is easy to read,
- It protects the writer against frivolous litigation,
- It protects the news agency against libel suits,
- It increases dissemination of information.

These advantages make it possible for the beginner reporter to gain recognition for unbiased, factual, interesting prose. In turn, that reporter can gradually gain promotion to greater media exposure. And, most of all, the organization that employs, selects or sponsors that kind of writer reaps the benefits of publishing unbiased, factual, interesting content, an attribution that will be reflected in a broadening audience, with all the advantages this entails. 🇺🇸

**Lt. Col. Arthur E. Woodgate, CAP**  
SWR Director of Public Affairs

## ***How the Southwest Region Public Affairs Awards Program Works***

Starting with the July, 2015 issue of The Fly-By, Southwest Region Commander Col. Mark Smith has decided to continue the January, 2013 directive of then-Southwest Region Commander Col. Frank A. Buethe that recognized contributions to The Fly-By as follows:

1. A SWR **CAP Achievement Award** for article publication on three different issues of The Fly-By. Multiple articles in the same issue will count as one.
2. A SWR **Commander's Commendation Award** for article publication on an additional six different issues. Multiple articles in the same issue will count as one.

Region will issue the certificate and send it to the winner's unit at the first available opportunity. The award certificate will be presented at the first available opportunity.

### ***How to Make Submissions Suitable for Publication***

Since The Fly-By is posted on the SWR website, it is an external communication. Therefore, as required by CAPR 190-1, Sec. 7.b.(7), articles must be written in Associated Press Style. If a submission that is not in AP Style is selected for publication, it will be edited to this standard. (NHQ/PA has been using AP Style for all external communications since 2005.)

AP Style is defined in the Associated Press Stylebook (available at [www.ap.org](http://www.ap.org)). For a brief summary, please see "Associated Press Style in a Nutshell," overleaf.

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

### ***General advice on writing a good article***

- Get all the facts right, stick to the facts, and do not use hearsay or express opinion.
- Take good digital photos.
  - Do not use digital zoom, or else your photos will lack good focus and definition;
  - Take "action shots" of people doing something interesting that is material to the article;
  - Make sure everyone is in the correct uniform and you identify all.
  - **Note:** Good photos are essential to add immediacy and flavor to the story.
- Get good quotes.
  - Ask participants for their opinion;
  - Get full grade, name, position title and unit of assignment for each quote.
  - Get the individual's consent to publish the quote as recorded (read it back).
  - **Note:** Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.
- Write in good, idiomatic, unadorned English.
  - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
  - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
  - Avoid colloquial expressions;
  - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
  - No nicknames – unless famous, such as "Ike" for Pres. Dwight E. Eisenhower. 

## ***Associated Press Style in a Nutshell***

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or higher ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. The Navy is the only service that has the grade of Lt.
- Do not use exclamation marks, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the good rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at [www.ap.org](http://www.ap.org) – read it, study it, know it, and use it. 📖